

**2003**

**Virginia Department of Transportation  
Daily Traffic Volume Estimates  
Including Vehicle Classification Estimates**

where available

**Special Locality Report**

**269**

Town of New Market

Prepared By

**Virginia Department of Transportation  
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation  
Federal Highway Administration**

Virginia Department of Transportation  
Mobility Management Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

**QA:** Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

**QC:** Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

# Route Shield Legend

## Route Systems



Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.



US Route



Virginia State Route



Secondary Route

## Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve Route connector



P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.



The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
 Mobility Management Division  
 2003  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Town of New Market

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of New Market</b>																
(11)	1.16	4700	G	97%	0%	From: Shenandoah County Line				C	0.086	F	0.544	4800	G	2003
(11) Congress St	0.27	8700	G	97%	0%	From: US 211 South Int New Market				F	0.098	F	0.607	8900	G	2003
(11)	0.36	5500	G	95%	0%	From: US 211 North Int New Market				F	0.099	F	0.578	5600	G	2003
To: NCL New Market																
North (81)	0.85	20000	G	71%	1%	From: SCL New Market				F	0.064	F		20000	G	2003
Combined Traffic:		37000	G	72%	1%	To: NCL New Market				F	NA			37000	G	
South (81)	0.24	18000	F	74%	1%	From: SCL New Market				F	0.068	F		18000	F	2003
Combined Traffic:		36000	F	73%	1%	To: NCL New Market				F	NA			36000	F	
South (81)	0.61	17000	G	74%	1%	From: US 211				F	0.068	F		17000	G	2003
Combined Traffic:		37000	G	72%	1%	To: NCL New Market				F	NA			37000	G	
(211)	0.26	19000	G	90%	1%	From: I-81 West of New Market				F	0.093	F	0.649	19000	G	2003
(211) (11) Congress St	0.27	8700	G	97%	0%	From: US 11 New Market South Int				F	0.098	F	0.607	8900	G	2003
(211)	0.45	5700	G	90%	1%	From: US 11 NEW MARKET NORTH INT				C	0.082	F	0.508	5800	G	2003
To: ECL New Market																
(211)	0.42	4500	N	90%	1%	From: WCL New Market				N	0.084	N	0.517	4600	N	2003
To: I-81 West of New Market																
(305) George Collins Parkway	1.79	250	G	98%	0%	From: SR 211				C	0.142	F	0.556	250	G	2003
To: Battlefield Park Entrance																
(619) <sub>85</sub> Miller Lane	0.08	280	R			From: SCL New Market					NA			NA		03/28/2002
To: SR 211; SR 305 George Collins Parkway																
(719) <sub>85</sub> Dixie Lane	0.06	690	R			From: US 11					NA			NA		1999
To: 85-1001 John Sevier Road																
(719) <sub>85</sub> Dixie Lane	0.10	190	R			From: 85-1001 John Sevier Road					NA			NA		03/28/2002
To: Dead End																
(735) <sub>85</sub> Smith Creek Road	0.05	730	R			From: 85-1002					NA			NA		03/28/2002
To: ECL New Market																
(787) <sub>85</sub> Shenandoah Drive	0.35	500	R			From: SR 211					NA			NA		03/28/2002
To: Cul-de-Sac																
(823) <sub>85</sub> Clicks Lane	0.40	1000	R			From: ECL New Market					NA			NA		03/28/2002
To: US 11																
(1001) <sub>85</sub>	0.80	1600	G	99%	0%	From: 85-1020 Fairway Drive				C	0.103	F	0.579	1700	G	2003
To: US 211																
(1001) <sub>85</sub> John Sevier Road	0.09	580	R			From: US 211					NA			NA		1999
To: 85-719 Dixie Lane																
(1001) <sub>85</sub>	0.07	30	R			From: 85-719 Dixie Lane					NA			NA		03/28/2002
To: Dead End																

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of New Market</b>																
1002 85 Old Cross Rd	0.05	2100	G	94%	0%	From: US 11; US 211				F	0.092	F	0.626	2100	G	2003
1002 85 Old Cross Rd	0.37	1700	G	94%	0%	From: 85-1001 John Sevier Road				C	0.116	F	0.716	1800	G	2003
1002 85 Old Cross Rd	0.13	1400	G	94%	0%	From: 85-735 Smith Creek Road				F	0.124	F	0.724	1400	G	2003
						To: ECL New Market										
1003 85	0.20	240	R			From: Dead End					NA			NA		1999
1003 85	0.05	750	R			From: 85-1005 Ashby Lane					NA			NA		03/28/2002
1003 85	0.42	1100	G	99%	0%	From: 85-1004				C	0.09	F	0.586	1100	G	2003
						To: US 211										
1004 85	0.06	130	R			From: WCL New Market					NA			NA		1999
1004 85	0.09	390	G	98%	0%	From: 85-1003				C	0.111	F	0.6	400	G	2003
1004 85	0.06	130	R			From: US 11					NA			NA		03/28/2002
						To: 85-1001 John Sevier Road										
1005 85 Ashby Lane	0.09	320	R			From: 85-1003					NA			NA		1999
						To: US 11										
1006 85 East Seminary Lane	0.06	290	R			From: US 11					NA			NA		03/28/2002
						To: 85-1001 John Sevier Road										
1007 85 West Lee Street	0.06	90	R			From: Dead End					NA			NA		1999
1007 85 West Lee Street	0.10	660	R			From: 85-1003					NA			NA		03/28/2002
1007 85 West Lee Street	0.06	730	R			From: US 11					NA			NA		1999
1007 85 West Lee Street	0.10	60	R			From: 85-1001 John Sevier Road					NA			NA		03/28/2002
						To: Dead End										
1008 85 Confederate Street	0.10	170	R			From: 85-1003					NA			NA		1999
1008 85 Confederate Street	0.06	340	R			From: US 11					NA			NA		03/28/2002
1008 85 Confederate Street	0.09	170	R			From: 85-1001 John Sevier Road					NA			NA		03/28/2002
						To: Dead End										
1009 85 Stuart Street	0.10	250	R			From: 85-1003					NA			NA		1999
1009 85 Stuart Street	0.06	570	R			From: US 11					NA			NA		03/28/2002
						To: 85-1001 John Sevier Road										
1010 85 Breckenridge Rd	0.15	90	R			From: Dead End					NA			NA		1999
						To: 85-1001 John Sevier Road										
1011 85 Clark Street	0.11	160	R			From: 85-1001 John Sevier Road					NA			NA		03/28/2002
						To: Dead End										

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(1012/85) Fairway Drive	0.19	210	R			From: 85-823 Clicks Lane					NA		NA			1999
						To: Dead End										
(1013/85) Shenvale Drive	0.20	140	R			From: 85-1012 Fairway Drive					NA		NA			03/28/2002
						To: Dead End										
(1014/85) Shady Lane	0.04	10	R			From: Dead End					NA		NA			1999
(1014/85) Shady Lane	0.08	260	R			From: 85-1019 Pleasant View Drive					NA		NA			03/28/2002
(1014/85) Shady Lane	0.03	610	R			From: 85-1017 Massanutten Avenue					NA		NA			1999
						To: US 11										
(1015/85) Early Street	0.05	140	R			From: Dead End					NA		NA			1999
						To: 85-1003										
(1016/85) Shipp Street	0.14	7	R			From: Dead End					NA		NA			03/28/2002
						To: US 11										
(1017/85)	0.21	90	R			From: Dead End					NA		NA			03/28/2002
(1017/85) Massanutten Avenue	0.13	60	R			From: 85-1014 Shady Lane					NA		NA			1999
						To: Dead End										
(1018/85) Jackson Avenue	0.08	260	R			From: Dead End					NA		NA			03/28/2002
						To: SR 211										
(1019/85) Pleasant View Drive	0.21	110	R			From: Dead End					NA		NA			1999
(1019/85) Pleasant View Drive	0.15	110	R			From: 85-1014 Shady Lane					NA		NA			03/28/2002
						To: 0.15 MS 85-1014										
(1020/85) Fairway Drive	0.05	1200	R			From: US 11					NA		NA			03/28/2002
						To: 85-1001 John Sevier Road										
(1022/85)	0.08	49	R			From: 85-1011 Clark Street					NA		NA			1999
						To: Dead End										
(1035/85) Tyler Drive	0.26	170	R			From: US 11					NA		NA			1999
						To: Cul-de-Sac										
(1036/85) Sun Beau Court	0.09	70	R			From: Cul-de-Sac					NA		NA			1999
						To: 85-1035 Tyler Drive										
(1037/85) Sun Briar Court	0.04	40	R			From: Cul-de-Sac					NA		NA			1999
						To: 85-1036 Sun Beau Court										
(1038/85)	0.05	30	R			From: 85-1035 Tyler Drive					NA		NA			1999
						To: Cul-de-Sac										
(1040/85) Woodbine Way	0.26	120	R			From: Dead End; SCL New Market					NA		NA			1999
(1040/85) Woodbine Way	0.07	240	R			From: 85-1041 Periwinkle Lane					NA		NA			1999
						To: 85-823 Clicks Lane										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of New Market</b>																
⑩④① 85 Periwinkle Lane	0.18	70	R	From: Dead End				NA	NA	1999						
				To: 85-1040 Woodbine Way												
⑩④④ 85	0.16	150	R	From: 85-823 Clicks Lane				NA	NA	1999						
				To: 85-1045												
⑩④④ 85	0.08	30	R	From: 85-1045				NA	NA	1999						
				To: 85-1046												
⑩④④ 85	0.03	10	R	From: 85-1046				NA	NA	1999						
				To: Dead End												
⑩④⑤ 85	0.07	10	R	From: Cul-de-Sac				NA	NA	1999						
				To: 85-1046												
⑩④⑤ 85	0.08	40	R	From: 85-1046				NA	NA	1999						
				To: 85-1044												
⑩④⑤ 85	0.19	50	R	From: 85-1044				NA	NA	1999						
				To: Cul-de-Sac												
⑩④⑥ 85	0.13	20	R	From: 85-1045				NA	NA	1999						
				To: 85-1044												